New York Tribune

First to Last—the Truth: News—Editorials—Advertisements

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The Hard-Coal Peace

The hard-coal peace has been concluded, but there will be no jubilation over it except in the camp of the mine workers. It is a harsh peace, dictated with a conqueror's arrogance. No easier terms could be expected from Mr. Lewis, flushed as he was by his victory over the soft coal operators.

The settlement rubs in on the public the penalties of the soft-coal surrender at Cleveland. The war-wage scale was extended in the bituminous field only until March 31, 1923; but in the anthracite field it is to be extended five months longer. This is, apparently, a sort of bonus to the anthracite miners for quitting work last April to help along Mr. Lewis's fight to prevent a wage deflation in soft-coal territory. The anthracite operators, faced with a bargaining demand for a 20 per cent increase, would have conceded at almost any time a renewal of the 1921-'22 wage scale. In fact, they made such a proposition several weeks ago; but other issues were dragged in to delay an agreement until after union victory in the bituminous field was assured. Coal politics, therefore, not only inspired the anthracite lay-off (even the miners have refused to call it a strike) but prolonged it into September, thus depleting hard-coal stocks by 30,000,000 tons.

So far as the anthracite miners are concerned the public will have to go on paying excess labor costs for another year. Mr. Lewis is to have his pound of flesh bond. But what will the operators do? Will they be able to persuade the consumer that they have received a "mandate" from him to continue selling coal on a war-price basis?

The Federal government and the state governments will expect the coal to be marketed this winter at reasonable rates. They are creating agencies to protect the public against gouging—against famine charges. The operators are mistaken if they believe that the public has consented to pay through the nose for the five months' shut-down in the coal industry.

Coal is a basic commodity. Its cost enters into the cost of nearly every other commodity. Uneconomic production, with seasonal vacations and constant quarreling between operators and miners, is a national affliction. The chronic sickness of the industry must be cured in the general interest. Now is the time to begin curing it. The country will stand firmly behind Federal and state legislation to reorganize production and distribution and make a repetition of this year's wasteful shut-down impossible.

Verse Returns to Normalcy

Poetry has returned to normalcy, the conservatives shout in triumph, and a hearty laugh goes round the sundry locals of the old, reliable Sonneteers' Union at the expense of all those wild independents who thought they could work as they pleased, chopping up their lines as they willed and rhyming or not as the spirit moved. Some of the freest of versifiers have taken to writing sonnets, it is true. There appears to be a general drift away from irregular metres back to the tightest of the ancient verse forms.

But it is to be doubted whether the triumph is quite complete or the jeers altogether deserved. These shifts of taste and activity are too old a phenomenon to justify too much excitement on either side. Every art sooner or later develops into a sort of mincing classicism, all form and no spirit. It would be very pleasant if life could suddenly be breathed into such dead bones, but that is not the way any new life is born. The bones must first be buried and the newest of new things must rise up from a new seed, green and rash and all-in-a-hurry. There is much crudity in these new beginnings and it is easy enough to find fault with them. But they are alive, and that, in the economy of nature, counts for more than much subtlety.

The free verse experiment was an essential part of the recent revival of poetry in this country, in England and on the Continent. Just how much permanent mark it will leave upon the poetry of the future no one can guess. Surely not as much as its ardent advocates have claimed—no new idea ever does work miracles! But some new elasticity of form, some new ear for subtler cadences, may well be won. Meantime poetry lives again, thanks to these radicals who dared. They must now surrender to the past for the simple reason that art is an old and sagacious thing and new apprentices cannot ignore the wisdom of ancient craftsmen. In surrendering, however, they bring their mite of hard-won discovery.

Busses Must Be Regulated

However the courts may eventually pass on the status of the bus lines Mr. Hylan has already established and desires to establish in the future, it is clear that they will not serve the purpose they are expected to serve without adequate regulation.

It would be idle, of course, to condemn bus lines as a method of auxiliary city transportation. They are in operation sucessfully in dozens of cities in America and in Europe. In New York they are needed in many districts to serve as feeders to the chief arteries of transportation. The Transit Commission fully recognizes their usefulness.

But they have never been successful until they have been rigidly regulated, and the tendency to run them in flocks, in order to skim the traffic cream in rush hours, has been checked.

Busses in many respects became a pest in the city of Bridgeport not long ago. Operated independently and with no schedule, they gathered before factories just before the whistle blew and collected crowds, to the manifest disadvantage of the trolley lines, which were forced to run at regular intervals.

Gradually this condition became intolerable, and at last an agreement was reached by which the busses ran on regular time-tables and were confined to areas which did not immediately compete with the surface cars. This solved the problem, and Bridgeport now employs both systems, to the convenience of its population.

In New York it is essential that busses, if they are to do anything whatever toward the relief of the transit situation, be dispatched at regular intervals and have the same sort of schedule as that employed by subway, surface and elevated trains.

This schedule can, of course, permit a greater number of busses during rush hours, but never so many that the regular and necessary general traffic of trucks and automobiles on the streets be impeded.

Up to the present time the city administration has run its busses haphazard, its chief object being to compete with rather than to supplement the subways and surface cars. This is one of the reasons, no doubt, why they have never been run at a profit.

Bus lines cannot be run at all in New York without evil results unless they are supervised by the Transit Commission, which is the responsible transit authority and which alone has the power of regulation and the command of the great engineering ability required to operate the traction of a vast and congested city.

The Anglo-Saxon Tag

There is no knowing just what Boston will do to Councilman Jerry Watson, who wants Webster's Dictionary removed from the Boston Public Library because it is "part and parcel of the Anglo-Saxon monarchical propaganda." It may have a new tea party and chuck all dictionaries save the Gaelic into Boston Harbor. Or it may ride him out to Concord on a rail. There are two Bostons—one the most Anglo-Saxon spot in the world and one the least. One never can tell which will get the upper hand.

As for the rest of these United States, there are not many fights to be got by cheering or hissing the Anglo-Saxon idea. The point is that Americans have moved on from that formative period when they were greatly perturbed as to whether or not they were Anglo-Saxons. They are sure they are Americans, and that is far more important. Now that immigration has been reduced to a digestible diet there is not much danger that we shall ever be worried again.

Our language is as Anglo-Saxon as it ever was, let Councilman Jerry Watson protest as he may. But as a number of admirable scholars like Sir Arthur Quiller-Couch have noted, the English language and its use in English literature have a much more complicated ancestry than the habit of pinning the names of two Teutonic tribes would indicate. In fact, the contribution of the south—Mediterranean is as good a name as any other for this influence, for it points to Greece and Rome as well as Renaissance Italy—to the English speech and art and thought is enormous, preponderating from many points of view.

There is the same mingling in our laws and political institutions, though there the northern point of view is the greater. All this tradition Americans have taken and made their own. Our kinship with the English peoples in blood and institutions is unquestionable, and there is not the slightest sign that either in language or in laws any great change is in sight. But national character is another matter, and there is no gainsaying that the American type has become an increasingly definite product. Undoubtedly, then, the influx of many bloods is having its effect. Just as France is the most mixed in stock of all European nations, so America represents the most strains in the West.

In short, we have taken a great predominating tradition, Anglo-Saxon if you will, but, more accurately, English, and fused it with a broader European heritage. Or, if the fusing is still incomplete, as the case of Mr. Jerry Watson, of Boston, would seem to indicate, we are on our way. The American has arrived, and he needs no other tags to identify him.

The Long and Short of It

It is to be a merry war between the Parisian arbiters of fashion and the American independents over the length of skirts. With the Canadinn miss lining up with her American sister in the effort to retain the freedom of the short skirt, the long skirt of Paris does not seem so certain to prevail on this side even after the lapse of the three-year period graciously allowed us in which to assimilate French fashions.

It may be necessary for the Rainy Daisies to reorganize and back up the Montreal No-Longer-Skirt League to defeat the French stylists, but the occasional examples of the new gowns seen in the shops and streets seem so forbidding in their long, lank ugliness that little effort should be necessary to keep them out of the American girl's wardrobe.

As a matter of fact, Paris designers admit that it has not been so easy to force their decision on womankind the last year or two in the matter of skirts. They have been obliged recently to show both short and long skirts in their openings, covering up their confusion by announcing that short skirts may return to favor by spring, by which time fickle woman will have become tired of long ones. Can it be that even the French women are losing their slavish devotion to the whims of fashion imposed upon them by the dressmaking clique? Are they refusing to pose as animated manikins on which to ring the changes of fashion, regardless of comfort or utility?

Australia's Come-Back

The matches ending the Davis Cup series this afternoon will be anything but an anti-climax, thanks to the brilliant achievement of the Australian doubles team last Saturday. There was evidently a misunderstanding. The two "Pats," Gerald Patterson and Pat O'Hara Wood, failed to realize, as everybody else did, that they had slight chance of beating Tilden and Richards, who had won from them so handily in straight sets only a week ago. They outplayed the Americans so thoroughly as to shake confidence in records of past performances in lawn tennis. It was a rare exhibition of skill and grit, which was acclaimed by the gallery as it deserved to be. It was a magnificent come-back.

In the singles to-day the Australians, needing both to win, have more hopeful prospects than they were thought to have in the doubles. Tilden had no easy task in defeating Patterson. Nor is Johnston likely to run away with him. Anderson, who plays Tilden, has defeated him once, although it has been rather taken for granted that this was an aberration. A tinge of anxiety stimulates excitement over this afternoon's doings, yet not enough to be seriously disturbing to those who have seen our cup defenders play when all was at stake.

Bismarck in 1914

Students of the origin and causes of of the World War will find much food for thought in the voluminous work which the German government is now publishing, presenting from the German point of view the political history of the Reich from its foundation in 1871 down to 1914. When complete it will comprise at least forty volumes. The first installment of six volumes has just appeared, bringing the narrative down to the episode of "Dropping the Pilot" in 1890. All that was a long time before the tragedy of Sarajevo and would at first thought appear to have no relation to the World War. Yet it contains one suggestive foreshadowing of the policy of Germany in 1914.

It was during the brief reign of Frederick III. The Crown Prince, afterward William II, was developing the injudicious habit of writing personal comments on the margins of official dispatches and other documents. This caused the Iron Chancellor to write him a letter of remonstrance, couched in terms of grave irony. If, he said, the Crown Prince was dissatisfied with the policies which had been pursued since the creation of the empire and if he wished to establish new policies for the purpose of bringing on war, then it would be highly desirable so to shape those new policies that the German people would think when war came that their government had not provoked nor sought it but had been forced into it in self-defense. "To irritate Russia," he added, "so that she will begin a war is, with clever diplomacy, quite possible." However, he thought that it would be better to have the war begin on the Western than on the Eastern front.

In the light of what happened in 1914 those words of Bismarck's seem prophetic. He meant them ironically. But William Hohenzollern always was destitute of a sense of humor and of ability to appreciate sarcasm. It does not seem to be farfetched, therefore, to suppose that he took what was meant to be admonition as advice, and that he adopted a sardonic suggestion as a prescription to be followed literally. Certainly he pursued, more than a quarter of a century later, precisely the policy which Bismarck had outlined — irritating Russia yet beginning the war in the West rather than in the East, and persuading the German people that it was a war of self-defense and not of aggression.

Bismarck wrote the words quoted in 1888, and died in 1898. Perverted to the contrary of what he intended, his counsel prevailed in 1914 through the will of the man who, after having heard that counsel, dismissed him from the Chancellorship as an unprofitable servant

More Truth Than Poetry

By James J. Montague

To a Cricket

No doubt you fancy that your strain
Repeatedly repeated
Falls on my ears like golden rain
(Most singers are conceited);
You think to cheer me when I'm sad
Is your nocturnal mission;
Instead of which you drive me mad
With that weird repetition.

I cannot read, I cannot think;
My fireside dreams evade me,
When you, within some chimney chink,
Begin to serenade me.
From out your hoarse and husky throat,
That must be lined with leather,
There comes one note, one strident note,
For hours and hours together.

A gutteral moan the pigeon blends
With his untuneful cooing,
Variety the tomcat lends
To raucous back-fence wooing;
But you keep harping on one key—
No earthly power can still you—
Arousing the desire in me
To seek you out and kill you.

The poets in their laws for years
To hearthside song have spurred you,
Which proves they have defective ears,
Or else they never heard you.
No poet yet has done me wrong,
And so I'll not revile 'em;
But you must find another song,
Or I some snug asylum.

The March of Progress

One reason that population is gravitating to the city is that they are tearing down all the country towns to make room for golf courses.

Too Much Indecision

No matter how many alternatives are left the coal miner, he refuses to take his pick.

As Mr. Harding Views It

Congress believes in intensive effort. It passed the bonus and the buck at one sitting.

The Peddlers and the Mayor

To the Editor of The Tribune.

Sir: I hope the people at large appreciate the humane service The Tribune is performing in its disclosure of injustice practiced upon poor and defenseless peddlers. Denial by the Commissioner of Markets cannot controvert the facts reported by the victims themselves.

And to think that Mayor Hylan is incessantly posing as the friend of the poor people! It is evident that the peddlers cannot look for voluntary redress from the Mayor, who has seemingly unlimited faith in the infallibility of his emissaries.

The Tribune is doing a humane work, and it is up to the District Attorney to make it effective.

HENRY C. BUCKHOUT.

Brooklyn, Sept. 2, 1922.

Justice for France

To the Editor of The Tribune.

Sir: All who have not forgotten the cause for which the Allies fought will find encouragement and hope in your splendid editorial, "A Great and Good Friend," published yesterday.

Where does the American government stand in France's struggle for justice? Has it, too, been duped by the whining Germans so that it has joined the ranks of those who cannot see the forest for the trees?

The "ordinary everyday American" helped to win the war. Can you not suggest some ways in which he can help to win the peace?

A grateful friend of the Allied cause, NORDYKE METZGER.
Ex-U. S. N. R. F.

East Orange, N. J., Sept. 1, 1922.

Too Much As It Is

(From The New Orleans Times-Picayune)

Not only do many authors object to censorship by Mr. Sumner's committee, but they'd just as soon the publishers would accept their manuscripts without reading them.

The Tower

CONSTANCY

LOVE lies here dead;
We would detain him,
Although he pled—
See, we have slain him.

We cannot quicken
This that lies here.
We watched him sicken—
This is his bier.

Joyous he came;
We, when we found him,
Put him to shame;
Clutched him and bound him;

Stole the gold sandals
That him had shod.
We, foolish vandals,
Captured a god!

We wove an oath
No one might sever,
Binding us both
To him forever;

Mocked at his pain;
Jeered at his sorrow;
Bound with Love's chain,
Who feared the morrow?

"Captive supernal,"
Boasting we cried;
"Love is eternal!"
Love smiled—and died.

Though tears we shed,
Vain is our weeping.
Love lies here dead—
Still in our keeping.

The indifference of American inventors to the development of the engineless airplane may be due to the fact that they are trying frantically to devise a glider railroad locomotive.

"Lots of folks," says Uncle Abimelech Bogardus, of Preakness, N. J., "could cuss out the doin's of Congress and the legislatures a heap more impressive if they only could remember the names of the fellers they sent there."

The Kid Himself!

Sir: Does Mr. J. Throckmorton Cush live in New Jersey? Or was he simply week-ending there? I saw him Monday morning come out of the tube at Nineteenth Street. He had carefully placed four pennies on the palm of his hand and held them up to the guard's astonished gaze before dropping them into the box. His look of conscious rectitude was beautiful to see.

J. L. B.

Pussyfoot Johnson has invaded England once more, and Dodo wants to know if there was no moaning of the bar when he put in from sea.

A MUNSTER WOULD HAVE BEEN WORSE

(From The Tribune)

At Bellevue Hospital yesterday afternoon it was said that she was in a serious condition. Dr. Koenig there found that she was suffering from gastric ulsters. . . .

After all, the present situation of the onetime Kaiser is not entirely unenviable. At least, he is not oppressed with worry as to whether he ought to move this year or not.

PORT JEFFERSONIAN COMPLEXITY

(From The Port Jefferson (N. Y.) Times)

Mr. B. B. Bushnell and Mr. Michel Wren, of Westbrook, Conn., were guests of Vincent Hallock recently. Mr. Bushnell being a descendant of the Bushnell of Submarine fame—or the Turtle Back takes much interest in late inventions and in progress suitable for this era. Mr. Wren, a contractor, is much interested in buildings of all descriptions. They, as many others, are enchanted with scenery viewed on this part of our noted Island. Each desire to return in due time and once again quaff its wholesome air, feast their gaze on Nature's wondrous brook and advertise our Island—The Garden Spot of America.

Human nature is, after all, essentially selfish. So taken up are we with the possible results of the coal famine that we give no thought to what would happen to the finances of Russia and Germany in the event of a paper shortage.

THE TRIOLET

The triolet's light—
As light as a bubble.
I agree with you, quite;
The triolet's light,
And the trick is so slight
It's not worth the trouble!
The triolet's light;
As light as a bubble.

I. V.

We haven't received any notice this month that our bank account has been overdrawn. This convinces us that it must now be time for another installment payment on our income tax.

WHE-E-!

(Found by C. F. S. in The Burlington, Vt., Free Press and Times)

At 4:30 o'clock to-morrow afternoon any one wishing to blow soap bubbles will find the chance at 110 College Street if the weather is pleasant.

Isn't it about time that political writers began to reannounce the imminent downfall of Charles F. Murphy?

MOTOR LYRIC

I sing the song of the motor boat,
And its engine of temperament;
The only time you're sure it will go
Is the last time that it went.

HAZEL WYETH WILLIAMS.

Apparently the tariff has been devised to succor those tradesmen who have become tired of blaming their prices on the not so recent war.

It's an Underestimate

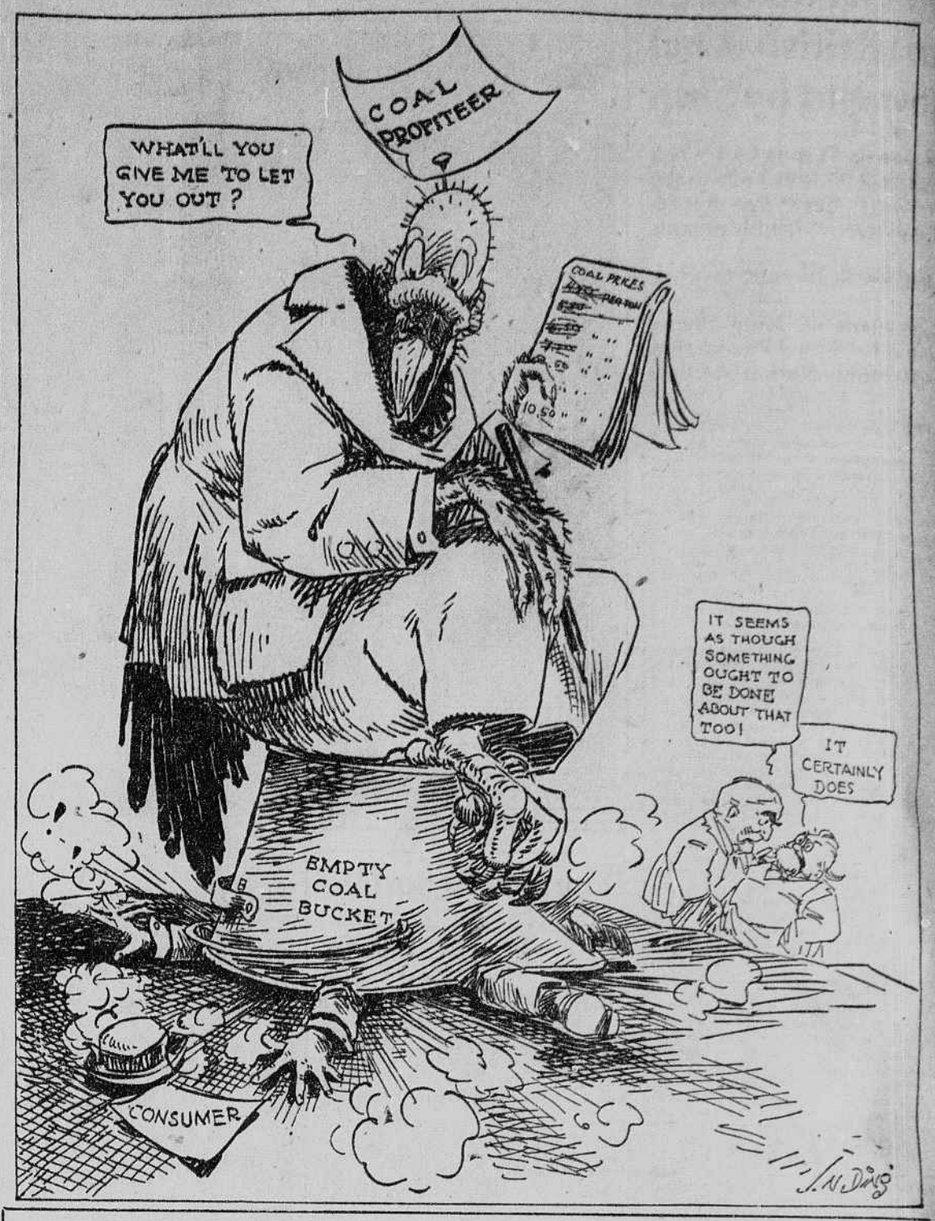
Sir: There are at least a hundred in every office who greet the returning vacationist with: "Well, I suppose you're glad to get back to work."

Gr-r-r! Ain't it a mad and furious feeling! RAND.

The Senators who have just passed the bonus bill might now explain to the striking miners and railway men the perilous condition of the nation's business which demanded that their wages be cut.

We suppose Ireland will continue its work toward the self-extermination of small nationalities until there are only two men of fighting age left. And then one of them will turn his back for a minute. F. F. V.

ADDING INSULT TO INJURY



Law and Safety in Aviation

By Rear Admiral W. F. Fullam, U. S. N. (Retired)

Law and safety go hand in hand in aeronautics. It is a reproach that with the astonishing triumphs in air navigation in the United States, and despite the demonstrated fact that air power will be the first line of our national defense as well as an important element in transportation and commercial life, there are no national laws to control reckless flying, to fix the qualifications of aviators or to insure the inspection and registration of airplanes and airships.

Foreign countries are not so neglectful. In France the Under Secretary of State for Aeronautics proposes that all airships and planes shall be rated and registered; that the age, motor power, date of overhauling, place of construction and port of registry shall be officially recorded for all passenger airplanes. This regulation will go far toward securing the safety of air travelers and air transportation, especially if all pilots are subjected to a strict examination and are held to strict accountability before they can secure or retain a license to fly.

In recognition of the vital need of aeronautical laws an international commission was recently convened in Paris under the cognizance of the French government. Ten nations, including France, England and Japan, and several smaller powers in Europe, Asia and America, were represented. Strange to say, the United States sent no delegate to this convention. The neglect to do so is inexplicable. It must be evident that the United States cannot safely permit the other nations of the world to make international laws for the control of world aviation without its knowledge or participation. This fact is made apparent by the appointment of committees at this convention to consider aerial lines, wireless equipment, meteorology, medical service, judicial control and traffic lanes. Surely, the people of this country are interested in these matters!

In the mean time the United States assumes an attitude of indifference and neglect, despite the fact that the President, the Secretary of War and the Secretary of the Navy have repeatedly expressed their interest in aeronautics and have advocated the "necessary guaranties of law" to promote safety and proper control of air navigation. Congress has not responded. The Wadsworth bill passed the Senate, but that is all. There is practically a condition of aeronautical anarchy in the United States. An aviator can interrupt the ceremonies at the Lincoln Memorial with impunity. He can fly low and execute reckless "stunts" over cities and unprotected assemblies of the people everywhere. He can use any old rickety, patched-up flying contrivance to transport passengers and merchandise in the pursuit of his personal interest and in complete disregard of the safety of the public. It is an amazing situation.

It is important to answer the question "Who owns the air?" It is vital that the nation shall own it and shall control air navigation everywhere within its borders. Ownership and control cannot be left to individuals, cities, counties or states. Such a policy would spell chaos and would check the progress of air navigation. The laws must be uniform.

This policy has been strongly urged by the National Aeronautical Association of the United States, which will hold its annual convention in Detroit this month, and by the Aeronautical Chamber of Commerce, as well as other associations, aero clubs and corporations. There is unanimity of opinion among those who are competent in such matters.

There is ample proof in the success of the air mails and certain commercial flying enterprises that safety can be secured by subjecting flyers and machines to strict inspection and to the observance of safety regulations. A. H. G. Fokker, the Dutch inventor, after a visit to this country declared that the United States is the best country in the world for the practical use of air navigaion, and he expressed the opinion that our first need was proper laws to regulate flying, to inspect planes and to license pilots. This is plain common sense.

In the immediate future we shall see logical and astonishing progress in commercial aviation—and the lighter-than-air ship, too, will soon have its place in the air for long distance transportation. Congress should meet the needs of the hour by intelligent legislation. It should anticipate a new situation that will rival ocean transportation in peace and war.

What Readers Are Thinking

Oil as Coal Substitute

To the Editor of the Tribune.

Sir: Why don't you suggest to the Real Estate Board the burning of crude oil in apartment houses? It would be a small expense to change a furnace to use crude oil instead of coal. And no other alteration would be needed in the house. The same radiators can be used. And then the landlord would have no trouble from tenants refusing to pay rent because of lack of heat.

It would seem that a thoughtful tenant would hesitate about signing a lease that did not carry an agreement—and one that would hold—to provide sufficient heat and hot water. If this coal famine had been caused by anything the mass of people had done the punishment suggested by the Real Estate Board might have a certain amount of reason in it to people who believe in discipline, but that is not the case. S. C. B. HALL.

New York, Sept. 2, 1922.

State Rights and Lynching

To the Editor of The Tribune.

Sir: If President Harding can call upon the governors of the various states to keep the mines open he can do the same with reference to lynching in this country. Every time the question of lynching comes up invariably we hear the cry of state rights, but when any other matter affects the general welfare of the people the question of state rights is not considered. Lynching continues to be the great social evil of America. Various states, notably in the South, have gone on with their pastime of lynching and burning at the stake. Just as the President has intervened when other issues were at stake he could do the same in regard to lynching. The Dyer anti-lynching bill, it has been shown, is not unconstitutional, and this bill is squarely up to the Senate and the President. The Republican party, if it boasts of being the party of Lincoln, must not falter. President Harding has just as much right to go before the Senate to ask passage of the Dyer anti-lynching bill as he has to advocate other measures. It is time for President Harding to speak.

CLEVELAND G. ALLEN.

New York, Sept. 2, 1922.

Enough Votes for Hiram

To the Editor of The Tribune.

Sir: There must be people in California and Washington, D. C., that are easily pleased, or at least try to "look pleasant," which, of course, is better than going about with a grouch.

These remarks are prompted by comments that have appeared in the newspapers on the result of the Republican primary in California. Hiram Johnson carried it by over 65,000 majority, and yet we are told that "Johnson's machine is broken" and more of a similar tenor. It could not be expected that the vote for Senator Johnson would be unanimous, as it appears that a tremendous effort was made to beat him, but even an inexperienced politician would call 65,000 a "safe" majority. Possibly the Senator is not as good a friend of the people as Mayor Hylan or his majority would have been larger.

It should not be a breach of comity between the greatest city in the world and the most wonderful state in the world to express the opinion that Senator Johnson is probably better than the fellows that tried to beat him.

AUSTIN F. FAULKNER.

New York, Sept. 2, 1922.

Encouraging Germany

To the Editor of The Tribune.

Sir: At this crucial time, when offhand advisers are trying to impress American opinion with the necessity of interfering in European affairs, I think that the unjust suspicion and prejudice which are being instigated against France by skillful propaganda would vanish if the unpartisan American press would consider more thoroughly than heretofore the psychological and moral side of the issue of the reparations still owed by Germany, guilty of the war.

The remarkable study by your correspondent W. B. Stevenson in The Tribune of last Sunday shows conclusively, that the German people, as a whole, have remained unpenitent, militaristic and revengeful in heart and spirit. Germany will never repair the havoc she has caused to the world, and especially to France, if she is not made to do so by whatever coercive measures are adequate to her peculiar psychology.

Mr. Lloyd George has so far sacrificed all the principles of right for which nations, like individuals, must stand to his political ends, with the sad results that the world at large can already appreciate. His flirtation with Soviet Russia has ended in the Genoa and Hague failures; his support of Greece, disloyal to the Allies in the war, is ending in the present Greek disaster and has caused the general unrest of India; his sabotage of peace and his present stand are encouraging Germany in her spirit of revolt and fake insolvency. R. D.

New York, Sept. 2, 1922.